

CLASSIFICATION ~~CONFIDENTIAL~~ SECRET-CONTROL/US OFFICIALS ONLYCOUNTRY Soviet Zone of Germany REPORTTOPIC Construction on Soviet Airfields

50X1-HUM

EVALUATION _____ PLACE OBTAINED _____

DATE OF CONTENT _____

DATE OBTAINED _____ DATE PREPARED 20 September 1949

REFERENCES _____

PAGES 4 ENCLOSURES (NO. & TYPE) _____

50X1-HUM

REMARKS

22 July 1949

1. ADLERSHOF airfield (N 63/Z 94): The field is being surrounded by a board fence.

5 July 1949

2. BRANDIS airfield (N 52/E 41): The area in the runway extension, previously under cultivation, was being leveled; a farmhouse in this area was being razed.

3. DESSAU airfield (N 52/E 06):

50X1-HUM

21 June 1949

Runway extension was completed. The repair work on the administration building of the Junkers Aircraft Plant continues.

26 July 1949

b. The narrow-gauge field railway which had been laid in connection with the construction work is being removed. The repair work on the administration building is completed. Repair work on the taxiway is underway. Wooden sheds are under construction north of the Junk administration building.

23 July 1949

4. DOEBERITZ airfield (N 52/Z 65): Search lights have been fixed along the border of the landing field on the DOEBERITZ-PRIORT road, and the barbed wire fence repaired.

7 July 1949

5. FINOW airfield (N 53/V 08): Construction work is going on at the western border of the field on a 2,000 x 2350-foot strip.

6-July 1949

The airfield was being expanded to the west. A second taxiway

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NO CHANGE in Class. ☐☒ DECLASSIFIED

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 2

50X1-HUM

was under construction.

5 August 1949

50X1-HUM

6. GROSSENHAUSEN airfield (N 52/W 01): Construction of two runways; fuel tank installations under construction at the northern border of the landing field.

4 August 1949

7. REUTHEN (N 52/W 95) airfield: Construction of earth bunkers and garages for tank trucks. Bunkers are apparently for the storage of fuel barrels.

29 June 1949

20 July 1949

8. LEIPZIG-ROCKAU airfield (N 52/E 21): Repair work on the landing field.

28 July and 9 August 1949

9. BERSEBURG airfield (N 52/E 91): Clearing and leveling work on the landing field.

28 July 1949

10. NEUBRANDENBURG airfield (N 54/U 66): Continuation of the reconstruction and enlargement of the landing field. Completion of this work allegedly scheduled by 1 September 1949.

20 July 1949

11. PASCHAU airfield (N 54/T 74): Leveling work at landing field and runway nearly completed. A taxiway is under construction along the western, northern and eastern sides of the landing field.

25 July 1949

12. PREBB UHLE airfield (N 55/P 33): Reconstruction work going on since 1 July 1949.

14 July 1949

13. STRAUSBERG airfield (N 53/W 15): Clearing and leveling work on the western and northwestern parts of the landing field. The laying of an underground cable was observed at the western border of the landing field.

5 August 1949

14. BARNEWITZ airfield (N 54/O 30): Eight hundred tons of cement for construction work at the airfield are allegedly scheduled for delivery to the field. The beginning of the construction work had not yet been reported.

28 July 1949

15. ZNAOBER airfield (N 51/W 34): Reconstruction work at the landing field completed.

16. No reports on the following airfields have been received for July and August 1949:

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3

50X1-HUM

DEBISWALD-WIEBE (N 55/P 72)
 BURG (M 55/Y 81)
 DEBISWALD/Oder (O 53/V 83)
 HALBESLATT (O 52/P 26).

Reports on the airfields of JENA-ROEDEREN, WEIZOW, COTTBUS and DRESDEN covering the months of July and August do not furnish any indications that construction work was under way at these fields.

17. On the whole, the following type construction was observed:

- a. Reco struction of war-damaged landing fields and runways;
- b. Clearing of landing fields of debris and scrap;
- c. Extension of runways (DESSAU airfield);
- d. Construction of new runways.

(Details on the nature of construction work observed were currently reported in air reports.)

18. Target dates for the completion of the construction work at the various airfields have become known for only the following fields:

NEUBRANDENBURG: 1 September 1949
 BERLIN/BERG (N 54/U 33): 1 July 1949 (the time limit was kept)
 DESSAU: about mid-July 1949.

A uniform target date for the construction work at all the airfields does not seem to have been fixed. From the nature and extent of construction work it is assumed that the projects will be completed by the fall of 1949.

19. In the main, construction projects at airfields are being carried out in three areas:

- a. Southern Mecklenburg (PARCHEM, ROLDEN, NEUBRANDENBURG, W. GELN, LAER 2)
- b. Quarterin area of the 112 Air Corps: ORANIEBURG, PINOW, STRASBURG
- c. District between Elbe and Saale rivers including the ZEMBST and DESSAU airfields.

except
 The majority of these airfields/for the airfields of ZEMBST, BRANDIS, ORANIEBURG, PINOW, and STRASBURG are not yet occupied by an air unit.

20. Conclusions as to whether these construction projects are of a defensive or offensive nature cannot yet be made. With regard to their number and size, the airfields now available and used in the Soviet Zone of Germany were adequate for the employment of the units of and aircraft types used in the Sixteenth Air Army. Therefore, the preparation of further airfields can only serve the following purposes:

- a. Preparations for the transfer of additional air units from the SU;
- b. Establishment of a maximum number of alternate airfields for the forces now located in Germany, possibly also for the formation of points of main effort.

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The accomplished expansions of airfields whose previous sizes had been adequate for the take-off and landing of all types of aircraft stationed in the Soviet Zone of Germany (e.g. MESSAU) are possibly connected with an intended occupation by aircraft with longer take-off and landing runs. The improvement and reconstruction of the airfields located in the area of Becklenburg is particularly noteworthy. These airfields are distinguished because of their sizes and surroundings, which are generally free of obstacles, such as:

PARCHIM, length of runway 8,300 feet
 LARZ, length of runway 8,000 feet and 6,300 feet
 NEUBRANDENBURG, length of runway 5,000 feet
 RECHLIN, dimensions of landing field 5,700 x 4,650 feet;
 no runway.

21. Data on the thickness of the runway extensions have only become known relative to the MESSAU airfield: concrete layer is eight inches thick, the gravel layer underneath has a thickness of about five inches. The load capacity of the runway extension, the taxi strips, and of the hard stands is unknown.

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